



## 116 & 118 Carruthers Avenue, Ottawa, ON

Noise Impact Study

**Client:**

*MA Precious Holding Inc.*

**Attention:**

*Majid Ahangaran*

**Type of Document:**

Final

**Project Name:**

116 & 118 Carruthers Avenue

**Project Number:**

GTR-23015359-D0

EXP Services Inc.

1595 Clark Boulevard

Brampton, ON, L6T 4V1

t: 905.793.9800

f: 905.793.0641

**Date Submitted:**

2024-11-18

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## 1 Introduction

EXP Services Inc. (EXP) was retained by MA Precious Holding Inc., ("Client") to complete a Noise Impact Study for a proposed residential development at 116 & 118 Carruthers Avenue in Ottawa (hereinafter referred to as the 'Site'). The purpose of this study is to assess the impact of noise from nearby environmental sources to the proposed residential development in accordance with Ottawa Environmental Noise Control Guidelines (ENCG). The study is to support a site plan approval application.

## 2 Site and Surrounding Area

The Site is located on the west side of Carruthers Avenue between Scott Street and Lyndale Avenue. The project consists of one 4-storey apartment building with a basement and a roof patio. The roof patio is a shared designated outdoor amenity area. A site plan and floor plans are provided in Appendix A.

The Site is surrounded by residential properties. The nearest arterial road is Scott Street to the south. The O-Train Confederation Line Line 1 runs in parallel with Scott Street. An aerial image of the area is shown in Figure 1. There are no significant stationary noise sources in the vicinity.

## 3 Noise Impact Assessment

### 3.1 Noise Impact from Transportation Noise Sources

The major transportation noise source that may impact the Site is the road traffic along Scott Street and LRT on O-Train Line 1.

#### 3.1.1 Critical Noise Receptors

Critical noise receptors are those receptors likely to be most affected by the identified noise sources. The locations of critical noise receptors are listed in Table 1 and shown in Figure 2.

**Table 1. Critical Noise Receptors for Transportation Noise Sources**

Receptor ID	Receptor Location	Height (m)
POR1	Apartments along south facade	10.5
OLA1	Roof terrace	13.5

#### 3.1.2 Noise Criteria

Guidelines for acceptable sound levels of road traffic on residential developments are given in ENCG which references Part C of MECP publication NPC-300 “Environmental Noise Guidelines, Stationery and Transportation Sources – Approval and Planning” (August 2013). They are summarized in the tables below.

**Table 2. MECP Outdoor Sound Level Limits**

Time Period	Sound Level Leq (16)
Daytime (07:00-23:00)	55 dBA

**Table 3. MECP Noise Control Requirements for Outdoor Receptors**

Outdoor Sound Level (Daytime Leq)	Need for Noise Reduction Measures
56 dBA to 60 dBA	Noise control measures may be implemented. If no noise control measures are planned, a Type A warning clause must be included in the unit title or lease agreement.
Above 60 dBA	Control measures (barriers) required to reduce the Leq to below 60 dBA and as close to 55 dBA as technically, economically and administratively feasible. A warning clause is required if resultant Leq exceeds 55 dBA.

**Table 4. MECP Indoor Sound Level Limit**

Room	Time Period	Road Sound Level (Leq)
Living/Dining Rooms	Daytime (07:00-23:00)	45 dBA
	Night-time (23:00-07:00)	45 dBA
Bedrooms	Daytime (07:00-23:00)	45 dBA
	Night-time (23:00-07:00)	40 dBA

**Table 5. MECP Ventilation and Warning Clause Requirements**

Time Period	Assessment Location	Leq	Ventilation Requirements	Warning Clause
Daytime (07:00-23:00)	Plane of a bedroom or living/dining room window	Greater than 55 dBA to less than or equal to 65 dBA	Forced air heating with provision for central air conditioning.	Type C
		Greater than 65 dBA	Central air conditioning	Type D
Night-time (23:00-07:00)	Plane of a bedroom or living/dining room window	Greater than 50 dBA to less than or equal to 60 dBA	Forced air heating with provision for central air conditioning.	Type C
		Greater than 60 dBA	Central air conditioning	Type D

**Table 6. MECP Building Component Requirements**

Time Period	Assessment Location	Road Sound Level (Leq)	Building Component Requirements
Daytime (07:00-23:00)	Plane of a bedroom or living/dining room window	Less than or equal to 65 dBA	Building compliant with the Ontario Building Code.
		Greater than 65 dBA	Building components must be designed to achieve indoor sound level criteria.
Night-time (23:00-07:00)	Plane of a bedroom or living/dining room window	Less than or equal to 60 dBA	Building compliant with the Ontario Building Code.
		Greater than 60 dBA	Building components must be designed to achieve indoor sound level criteria.

### 3.1.3 Transportation Sound Level Prediction

The traffic volume data for Scott Street is obtained from ENCG for a 4-lane undivided urban arterial road. The AADT is taken to be 30,000. The medium truck percentage is 7% and the heavy truck percentage is 5%. The day/night split is 92% daytime versus 8% night-time. The speed limit is 50 km/h. The traffic data are summarized in Table 7.

OC Transpo and the City of Ottawa do not release any LRT information for O-Train Line 1. Therefore, LRT traffic volume is determined from the current weekday schedule for nearby Bayview Station and Tunney's Pasture Station. An annual growth rate of 2.5% for 10 years is assumed. The traffic data are summarized in Table 7.

**Table 7. Road Traffic Data Summary**

Parameter	Scott Street	O-Train Line 1
Traffic Volume	30,000	417*
Annual growth percentage	-	2.5%
Day/Night Split	92% / 8%	Day: 347 and Night: 70
Heavy truck percentage	7%	-
Medium truck percentage	5%	-
Speed limit	50 km/h	80 km/h

\*Projected vehicle volume for 10 years.

Calculation of traffic sound levels were performed using STAMSON 5.04, the software implementation of the MOE ORNAMENT model for road (and rail) traffic, which was developed and published by the MECP for transportation noise prediction. Annual growth of 2.5% for LRT traffic to year 2034 has been assumed and included in the calculation. The calculated sound levels are summarized in Table 8. Calculation printouts are provided in Appendix B.

**Table 8. Calculated Outdoor Sound Levels due to Road Traffic**

Receptor ID	Calculated Sound Level (dBA)	
	Daytime Leq (16 hrs)	Night-time Leq (8 hrs)
POR1	58	51
OLA1	58	-

### 3.1.4 Noise Control Recommendations

Noise control recommendations for the critical receptors are summarized in Table 9 and discussed in the subsequent sections.

**Table 9. Noise Control Measures**

Receptor ID	Noise Barrier	Ventilation	Building Components	Warning Clause
POR1	N/A	Forced air heating with provision for central air conditioning	Ontario Building Code	Type C
OLA1	No	N/A	N/A	Type A

#### 3.1.4.1 Outdoor Amenity Area

The predicted sound level in the roof terrace is between 55 dBA and 60 dBA, therefore a noise control measure is not necessary. A warning clause is required if no noise control measure is implemented.

#### 3.1.4.2 Ventilation

Since the predicted sound levels at POR1 are between 55 dBA and 65 dBA during daytime and between 50 dBA to 60 dBA during night-time, forced air heating with provision for central air conditioning is required in the apartments.

#### 3.1.4.3 Building Components

Since the predicted sound levels are below 60 dBA during daytime and 55 dBA during night-time, building components that meet the Ontario Building Code are sufficient to meet the indoor sound level limits.

#### 3.1.4.4 Warning Clause

Since the unmitigated daytime sound level at OLA 1 is between 55 dBA and 60 dBA, the following Type A warning clause should be inserted in all development agreements of all dwellings in the apartment building:

“Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.”

Since the forced air heating with provision for central air conditioning is required for the apartment building, the following Type C warning clause should be inserted in all development agreements of all dwellings:

“This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.”

### 3.2 Noise Impact from On-Site Stationary Noise Sources

As it is in the early stage of design for the project, the mechanical systems for the proposed apartment building have not been designed. It is also uncertain whether the building will be served by central air conditioning as it is not necessary for noise control purposes. It is anticipated that potential stationary noise sources associated with the Site are rooftop mechanical equipment, if any.

We recommend analysis to be performed when information of the proposed mechanical system is available. Noise control measures shall be implemented to ensure that sound level limits for stationary noise sources in ENCG are met for both on-site and off-site noise sensitive receptors. Typical noise control measures include selecting quieter equipment and noise barrier.



## 4 Conclusions

Noise impact of transportation noise sources on the proposed residential development will meet the ENCG criteria with the noise control recommendations described in Section 3.1.4. There is no significant stationary noise source in the area. The proposed residential development at 116 & 118 Carruthers Avenue in Ottawa should therefore be approved from the noise perspective.

## 5 General Limitations

The information and conclusions in this report are considered to be privileged and confidential and have been prepared exclusively for MA Precious Holding Inc. The purpose of this report is to provide MA Precious Holding Inc. with an assessment of the potential noise impact to the proposed residential development at 116 & 118 Carruthers Avenue.

The information presented in this report is based on information provided by others and visual observations as identified herein. Achieving the objectives stated in this report has required us to arrive at conclusions based upon the best information presently known to us. No investigative method can completely eliminate the possibility of obtaining partially imprecise or incomplete information; it can only reduce the possibility to an acceptable level. Professional judgment was exercised in gathering and analyzing the information obtained and in the formulation of the conclusions. Like all professional persons rendering advice, we do not act as absolute insurers of the conclusions we reach, but we commit ourselves to care and competence in reaching those conclusions.

Any use which a third party makes of this report, or any part thereof, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. EXP accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

Noise and vibration levels at various times may differ from those assessed. In addition, any changes to the proposed design or introduction of new processes and/or sources may render the conclusions of this report inaccurate or invalid. In the event of any such changes, EXP should be contacted to re-evaluate the conditions within the assessed areas and make appropriate revisions to the original conclusions of this report.

## 6 Closure

We trust this report is satisfactory for your purposes. Should you have any questions, please do not hesitate to contact this office.

Yours truly,

EXP Services Inc.

A handwritten signature in blue ink that reads "Pearlie Yung". The signature is fluid and cursive, with a horizontal line extending from the end of the name.

Pearlie Yung, M.Sc., P.Eng.  
Senior Acoustic Engineer  
Environmental Services

Ron Taylor, M.Sc., C.Chem., CIH  
Discipline Lead, Air Quality & Industrial Hygiene  
Environmental Services

## 7 References

- MECP Publication NPC-300. 2013. Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning.

## Figures

Figure 1 – Aerial Image

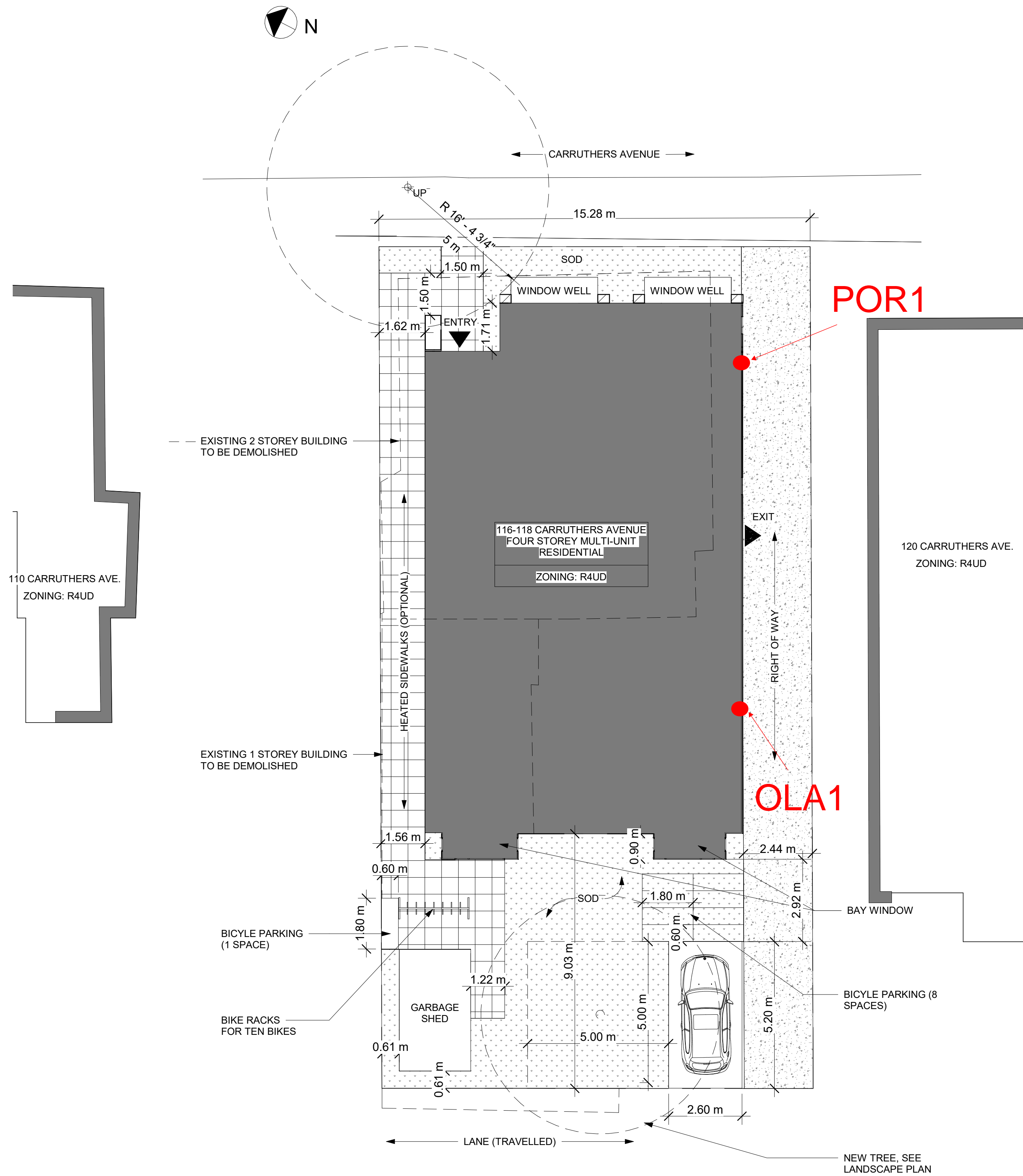
Figure 2 – Locations of Critical Noise Receptor





Figure 1 Aerial Image





1 SITE  
1:100

116-118 CARRUTHERS AVENUE			
SITE PLAN OF SURVEY PART OF LOT 15, WEST CARRUTHERS AVENUE REGISTERED PLAN 35, CITY OF OTTAWA PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD., COMPLETED MARCH 1, 2024			
R4UD - RESIDENTIAL FOURTH DENSITY ZONE (SEC. 161-162) CITY OF OTTAWA; DWELLING TYPE: 4 STOREY LOW-RISE RESIDENTIAL			
ZONING MECHANISMS	REQUIREMENT	PROVIDED	SECTION
A) MINIMUM LOT AREA	450 m²	456.07 m²	Section 162, Table 162A
B) MINIMUM LOT WIDTH	15 m	15.29 m	Section 162, Table 162A
C) MINIMUM LOT DEPTH	N/A	29.84 m	Section 162, Table 162A
D) MINIMUM FRONT YARD SET BACK	Lesser of the average of abutting lots' corresponding FYS (~ 1.99 m) or 4.5 m	2 m	Section 144(1)(a); Section 162, Table 162A
E) MINIMUM INTERIOR SIDE YARD SET BACK	1.5 m	1.5 m, 2.44 m	Section 144, Table 144A
F) MINIMUM REAR YARD SETBACK	%30 of lot depth (8.952m)	9 m	Section 144(3)(a)
G) MINIMUM REAR YARD AREA	25% of lot area (114.32 m2)	133.3 m2	Section 162, Table 162A
H) MAXIMUM BUILDING HEIGHT	14.5 m	TBD < 14.5m	
I) LOT COVERAGE	25% of lot area (114.32 m2)	46%	
J) PERCENTAGE OF LANDSCAPE AREA OF THE LOT AREA	30% of lot area (136.82 m2)	46.13% (210.38 m2)	Section 161(8)
K) MINIMUM AREA OF SOFTLANDSCAPING IN REAR YARD AREA	On a lot greater than 450 m2 in area: 50% of rear yard Minimum aggregate area of 25 m2, with a longer dimension <= 2 x shorter dimension	67.47 m2 50.6%	Section 161(15)(b)(i) Section 161(15)(b) (iv)
L) MINIMUM AGGREGATE FRONT YARD SOFTLANDSCAPED AREA	For lot where FYS is 1.5-3m: 20% (7.64 m2)	20.4 m2	Section 161, Table 161
M) MINIMUM FENESTRATION REQUIREMENT	Front facade: at least 25% windows	34% windows	Section 161(15)(g)
N) MINIMUM FRONT FACADE ADDITIONAL RECESS	At least 20% of front facade minimum of 0.6 m from front setback line	23.6%	Section 161(15)(h)
O) MINIMUM VEHICLE PARKING (RESIDENTS)	Area Z on Schedule 1A	0	Section 101(2)
P) MINIMUM VEHICLE PARKING (VISITOR)	No Visitor parking spaces are required for the first 12 units. 0.1 per unit parking space per unit after 12 units ((17-12)x0.1=0.5 (1) parking space)	1	Section 102(2)
R) MINIMUM PARKING SPACE	2.6 m (width) x 5.2 m (length) Maximum width of 3.1 m		Section 106(1)
S) UNIT BREAKDOWN	25% 2 bedroom units (4)	Total unit number=17 Number of 2 bedroom unit=4	Section 161(16)
T) MINIMUM BICYCLE PARKING	0.5 per dwelling unit (17x0.5=8.5= 9 parking spaces)	19 parking spaces	Section 111, Table 111A(b)
U) AMENITY AREA	0	133.3 m² rear yard 13.7 m² balcony 46 m² roof top patio	
<b>BUILDING AREAS</b>		<b>GARBAGE REQUIREMENT</b> GARBAGE, RECYCLING AND COMPOSTING ARE TO BE STORED IN THE GARBAGE SHED AND REMOVED PRIVATELY DURING COLLECTION  <b>SNOW REMOVAL REQUIREMENT</b> PROPERTY OWNER WILL BE RESPONSIBLE FOR THE REMOVAL AND STORAGE OF SNOW FOR ALL WALKWAYS THROUGHOUT THE WINTER	
BASEMENT	BUILDING AREA 205.2 m² GFA 145.6 m²		
GROUND FLOOR	BUILDING AREA 210 m² GFA 151 m²		
SECOND FLOOR	BUILDING AREA 210 m² GFA 162.4 m²		
THIRD FLOOR	BUILDING AREA 196 m² GFA 148.5 m²		
FOURTH FLOOR	BUILDING AREA 196 m² GFA 150.5 m²		
<b>TOTAL BUILDING AREA</b>		1017.2 m²	
<b>TOTAL GFA</b>		758 m²	
AVERAGE GRADE: CALCULATED FROM EXISTING ELEVATION POINTS AT A DISTANCE EQUAL TO THE MINIMUM FRONT YARD & REAR YARD SETBACKS, AT THE INTERIOR SIDE PROPERTY LINES  AVERAGE GRADE : 62.14m (62.09m + 61.86m + 62.27m + 62.35m) /4			

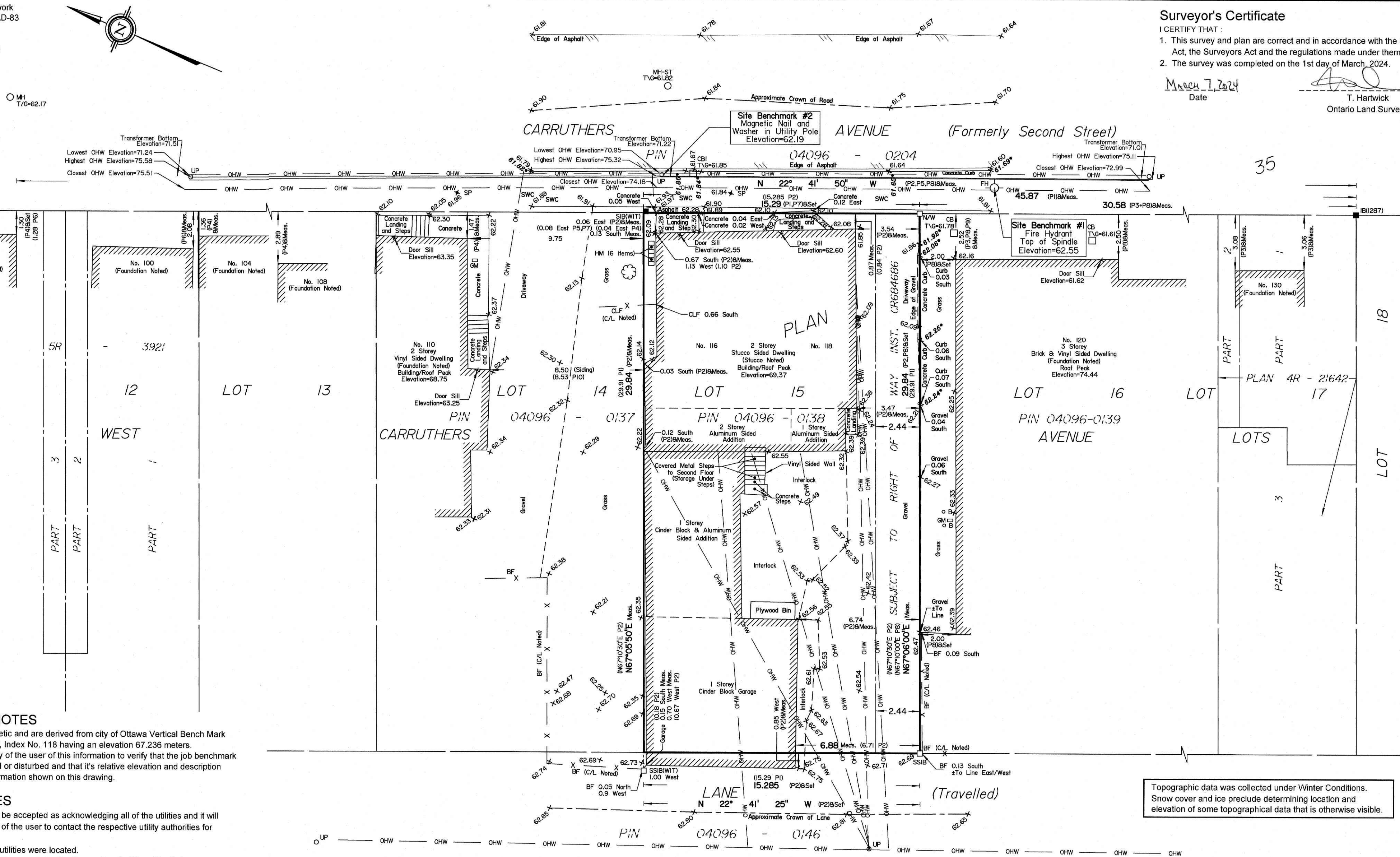
Figure 2 Locations of Critical Noise Receptor

## Appendix A – Drawings



Bearings are grid, derived from Can-Net 2016 Real Time Network GPS observations, MTM Zone 9 ( 76°30' West Longitude ) NAD-83 (original).

For bearing comparisons, a rotation of 0°02'20" clockwise was applied to bearings on plans P2, P5 and P8.



### Surveyor's Certificate

I CERTIFY THAT:

- This survey and plan are correct and in accordance with the Surveys Act, the Surveyors Act and the regulations made under them.
- The survey was completed on the 1st day of March, 2024.

March 7, 2024  
Date

T. Hartwick  
Ontario Land Surveyor

TOPOGRAPHIC PLAN OF SURVEY OF  
LOT 15  
WEST CARRUTHERS AVENUE  
REGISTERED PLAN 35  
CITY OF OTTAWA  
Surveyed by Annis, O'Sullivan, Vollebakk Ltd.

Scale 1 : 150



### Metric

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

### Notes & Legend

Denotes		
□	Survey Monument Planted	
■	Survey Monument Found	
IB	Iron Bar	
SIB	Standard Iron Bar	
SSIB	Short Standard Iron Bar	
N/W	Magnetic Nail and Washer	
(WIT)	Witness	
Meas.	Measured	
(AOG)	Annis, O'Sullivan, Vollebakk Ltd.	
(PI)	Registered Plan 35	
(P2)	(1473) Plan dated November 3, 1989	
(P3)	Plan 4R-21642	
(P4)	(1319) Plan dated January 10, 1986	
(P5)	Plan 5R-7356	
(P6)	Plan 5R-3921	
(P7)	(1287) Plan dated February 27, 1986	
(P8)	(1287) Plan dated September 3, 1992	
(P9)	Plan 4R-21011	
(PIO)	(857) Plan dated May 22, 1981	
○ M+ST	Maintenance Hole (Storm Sewer)	
○ MH	Maintenance Hole (Unidentified)	
⊗ VC	Valve Chamber (Watermain)	
— OHW —	Overhead Wires	
○ UP	Utility Pole	
□ CB	Catch Basin	
□ CBI	Catch Basin Inlet	
○ FH	Fire Hydrant	
T/G	Top of Grate	
□ GM	Gas Meter	
□ HM	Hydro Meter	
○ SP	Water Stand Post	
○ B	Bollard	
CLF	Chain Link Fence	
BF	Board Fence	
SWC	Concrete Sidewalk	
RWC	Concrete Retaining Wall	
+ 65.00	Location of Elevations	
+ 65.00	Top of Concrete Curb Elevation	
C/L	Centreline	
—	Property Line	
○	Shrub	

© Annis, O'Sullivan, Vollebakk Ltd., 2024. "THIS PLAN IS PROTECTED BY COPYRIGHT"

**ANNIS, O'SULLIVAN, VOLLEBEKK LTD.**  
14 Concourse Gate, Suite 500  
Nepean, Ont. K2E 7S6  
Phone: (613) 727-0850 / Fax: (613) 727-1079  
Email: Nepean@aovltd.com  
Ontario Land Surveyors Job No. 24752-24 MA Precision Holding Inc.Lt 15 RP 35 0 D2

REGISTERED

ASSOCIATION OF ONTARIO  
LAND SURVEYORS  
PLAN SUBMISSION FORM  
V-69245



THIS PLAN IS NOT VALID UNLESS  
IT IS AN EMBOSSED ORIGINAL  
COPY ISSUED BY THE SURVEYOR  
In accordance with  
Regulation 1026, Section 29 (3).

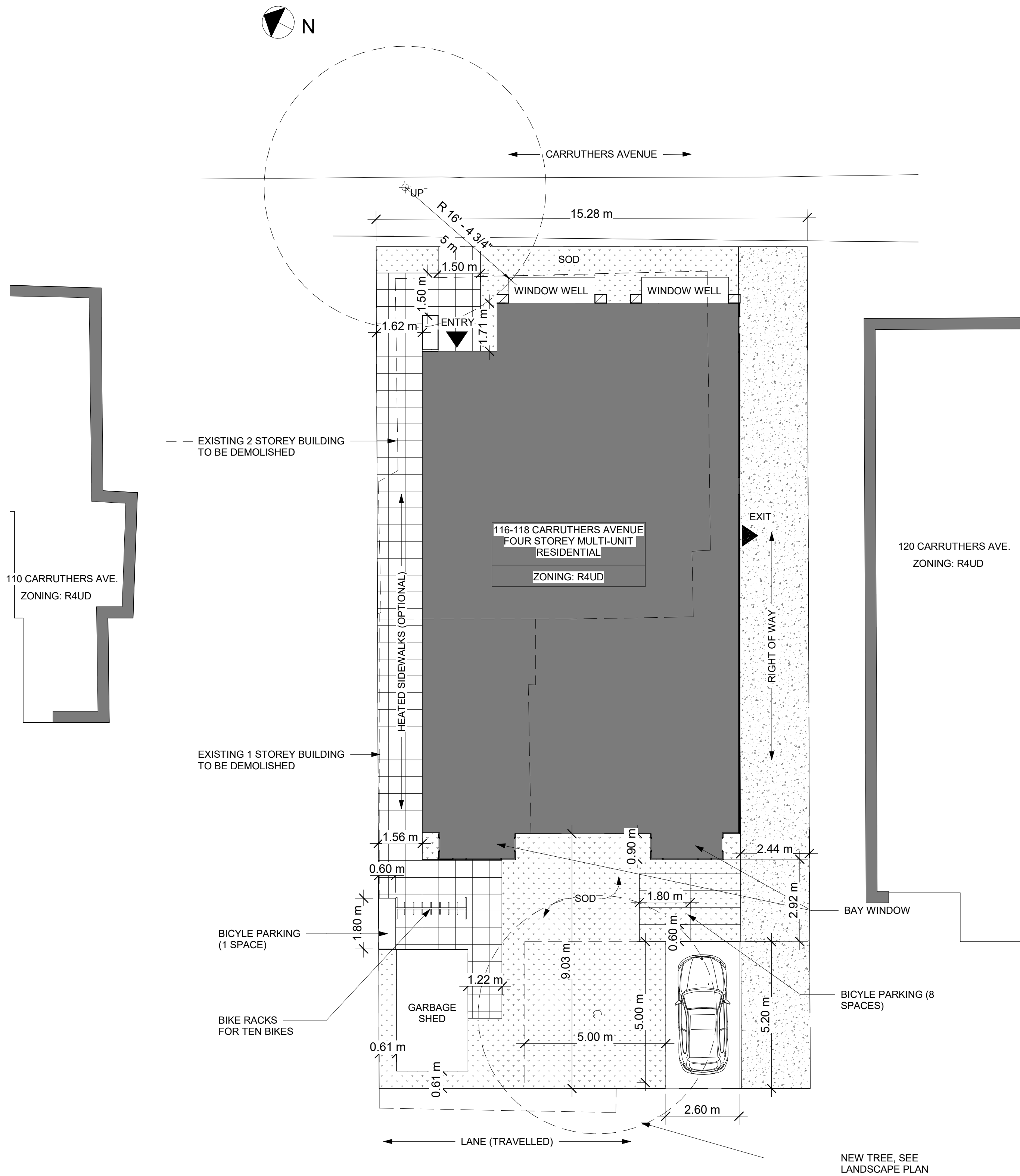
### ELEVATION NOTES

- Elevations are geodetic and are derived from city of Ottawa Vertical Bench Mark monument No. 3606, Index No. 118 having an elevation 67.236 meters.
- It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that it's relative elevation and description agrees with the information shown on this drawing.

### UTILITY NOTES

- This drawing cannot be accepted as acknowledging all of the utilities and it will be the responsibility of the user to contact the respective utility authorities for confirmation.
- Only visible surface utilities were located.
- A field location of underground plant by the pertinent utility authority is mandatory before any work involving breaking ground, probing, excavating etc.



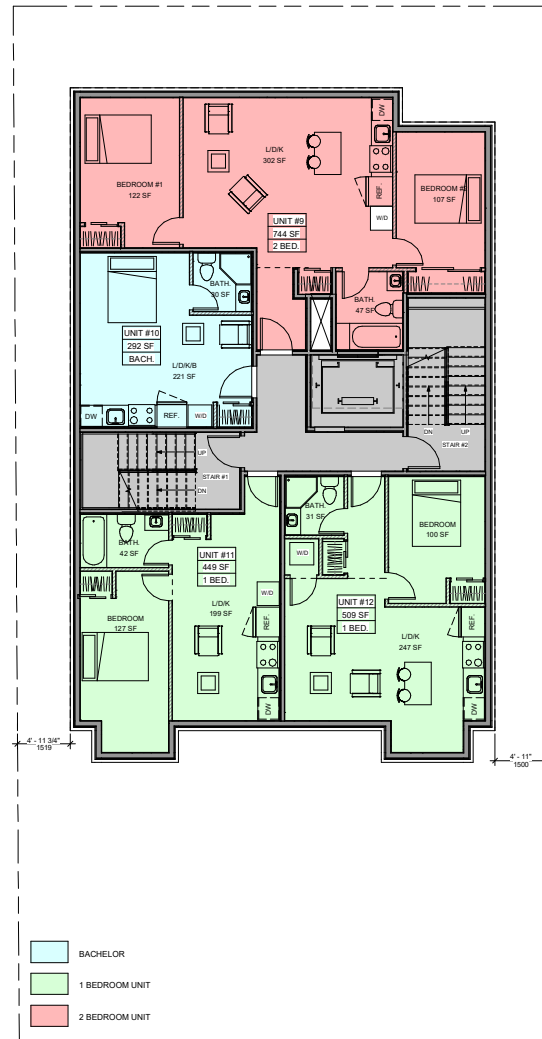


1 SITE  
1:100

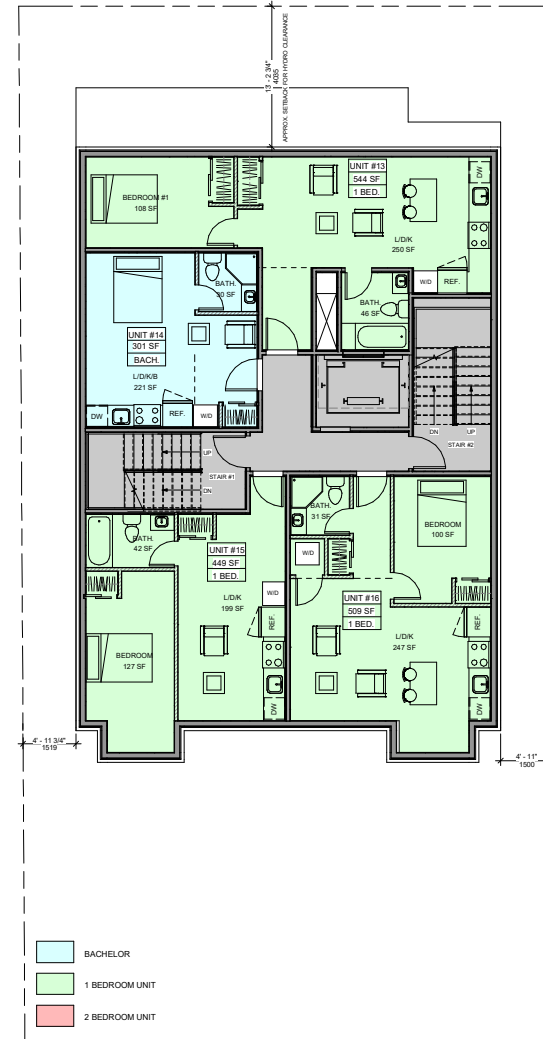
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R) MINIMUM PARKING SPACE	2.6 m (width) x 5.2 m (length) Maximum width of 3.1 m		Section 106(1)
S) UNIT BREAKDOWN	25% 2 bedroom units (4)	Total unit number=17 Number of 2 bedroom unit=4	Section 161(16)
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<b>BASEMENT</b>			
BUILDING AREA	205.2 m²		
GFA	145.6 m²		
<b>GROUND FLOOR</b>			
BUILDING AREA	210 m²		
GFA	151 m²		
<b>SECOND FLOOR</b>			
BUILDING AREA	210 m²		
GFA	162.4 m²		
<b>THIRD FLOOR</b>			
BUILDING AREA	196 m²		
GFA	148.5 m²		
<b>FOURTH FLOOR</b>			
BUILDING AREA	196 m²		
GFA	150.5 m²		
<b>TOTAL BUILDING AREA</b>	1017.2 m²		
<b>TOTAL GFA</b>	758 m²		
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← CARRUTHERS AVENUE →

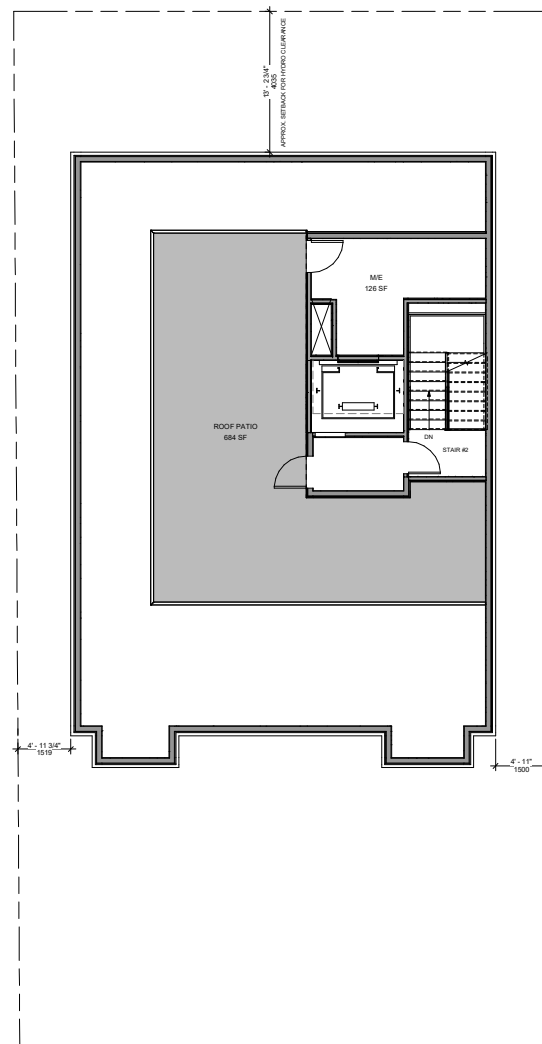


4 STOREY OPTION (2nd FLOOR)  
TOTAL: 19 UNITS



4 STOREY OPTION (3rd FLOOR)  
TOTAL: 19 UNITS

← CARRUTHERS AVENUE →



4 STOREY OPTION (ROOF)  
TOTAL: 19 UNITS

## Appendix B – STAMSON Calculation Output

STAMSON 5.0                      NORMAL REPORT                      Date: 18-11-2024 08:58:46  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: por1.te                      Time Period: Day/Night 16/8 hours  
Description: Predicted Traffic Sound Level at POR1

Road data, segment # 1: Carruthers (day/night)

-----  
Car traffic volume : 24288/2112 veh/TimePeriod \*  
Medium truck volume : 1932/168 veh/TimePeriod \*  
Heavy truck volume : 1380/120 veh/TimePeriod \*  
Posted speed limit : 50 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

\* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30000  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
Medium Truck % of Total Volume : 7.00  
Heavy Truck % of Total Volume : 5.00  
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: Carruthers (day/night)

-----  
Angle1 Angle2 : -90.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 3 / 3  
House density : 50 %  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 115.00 / 115.00 m  
Receiver height : 10.50 / 10.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Carruthers (day)

-----  
Source height = 1.50 m

ROAD (0.00 + 57.04 + 0.00) = 57.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.49	0.00	-8.85	0.00	0.00	-5.61	0.00	57.04

-----  
Segment Leq : 57.04 dBA

Total Leq All Segments: 57.04 dBA

Results segment # 1: Carruthers (night)

Source height = 1.50 m

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.89	0.00	-8.85	0.00	0.00	-5.61	0.00	49.44

Segment Leq : 49.44 dBA

Total Leq All Segments: 49.44 dBA

RT/Custom data, segment # 1: OTrain (day/night)

1 - 4-car SRT:

Traffic volume : 347/70 veh/TimePeriod  
Speed : 80 km/h

Data for Segment # 1: OTrain (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 3 / 3  
House density : 50 %  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 91.00 / 91.00 m  
Receiver height : 10.50 / 10.50 m  
Topography : 3 (Elevated; no barrier)  
Elevation : 6.00 m  
Reference angle : 0.00

Results segment # 1: OTrain (day)

Source height = 0.50 m

RT/Custom (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	-7.83	0.00	0.00	-5.65	0.00	49.20

Segment Leq : 49.20 dBA

Total Leq All Segments: 49.20 dBA



Results segment # 1: OTrain (night)

-----  
Source height = 0.50 m

RT/Custom (0.00 + 45.26 + 0.00) = 45.26 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.00	58.73	-7.83	0.00	0.00	-5.65	0.00	45.26
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Segment Leq : 45.26 dBA

Total Leq All Segments: 45.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.70  
(NIGHT): 50.84

STAMSON 5.0                      NORMAL REPORT                      Date: 18-11-2024 08:59:04  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: olal.te                      Time Period: Day/Night 16/8 hours  
Description: Predicted Traffic Sound Level at OLA1

Road data, segment # 1: Carruthers (day/night)

-----  
Car traffic volume : 24288/2112 veh/TimePeriod \*  
Medium truck volume : 1932/168 veh/TimePeriod \*  
Heavy truck volume : 1380/120 veh/TimePeriod \*  
Posted speed limit : 50 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

\* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30000  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
Medium Truck % of Total Volume : 7.00  
Heavy Truck % of Total Volume : 5.00  
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: Carruthers (day/night)

-----  
Angle1 Angle2 : -90.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 3 / 3  
House density : 50 %  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 115.00 / 115.00 m  
Receiver height : 13.50 / 13.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Carruthers (day)

-----  
Source height = 1.50 m

ROAD (0.00 + 57.04 + 0.00) = 57.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.49	0.00	-8.85	0.00	0.00	-5.61	0.00	57.04

-----  
Segment Leq : 57.04 dBA

Total Leq All Segments: 57.04 dBA

Results segment # 1: Carruthers (night)

Source height = 1.50 m

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.89	0.00	-8.85	0.00	0.00	-5.61	0.00	49.44

Segment Leq : 49.44 dBA

Total Leq All Segments: 49.44 dBA

RT/Custom data, segment # 1: OTrain (day/night)

1 - 4-car SRT:

Traffic volume : 347/70 veh/TimePeriod  
Speed : 80 km/h

Data for Segment # 1: OTrain (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 3 / 3  
House density : 50 %  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 91.00 / 91.00 m  
Receiver height : 13.50 / 10.50 m  
Topography : 3 (Elevated; no barrier)  
Elevation : 6.00 m  
Reference angle : 0.00

Results segment # 1: OTrain (day)

Source height = 0.50 m

RT/Custom (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	-7.83	0.00	0.00	-5.65	0.00	49.20

Segment Leq : 49.20 dBA

Total Leq All Segments: 49.20 dBA

Results segment # 1: OTrain (night)

-----  
Source height = 0.50 m

RT/Custom (0.00 + 45.26 + 0.00) = 45.26 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	--------

-90	90	0.00	58.73	-7.83	0.00	0.00	-5.65	0.00	45.26
-----	----	------	-------	-------	------	------	-------	------	-------

-----

Segment Leq : 45.26 dBA

Total Leq All Segments: 45.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.70  
(NIGHT): 50.84